

REPORT

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SUPPLEMENT TO
REPORT

THIS IS UNEVALUATED INFORMATION

construction work at the airfield, received its orders from the Soviet Air Force construction headquarters at Werdor. This headquarters delegated a control officer to the airfield for two or three days every week. In the winter of 1953/54, most of the workers at the field did clearing work. A total of 27,000 cubic meters of unusable material were removed. The concrete from the former taxiways and the runway was crushed and bomb craters were filled with this material.

The runway, work on which had been started in 1953, still had a gap 700 to 800 meters long. In this gap there was a pond which had to be dredged and then filled with sand and gravel. The remaining strip of the runway was scheduled to be built in 1954. However, construction work had not been started by 14 April. The runway was provided with a drainage system. In early April 1954, excavation work was being done for various types of hardstands scheduled to be built. A total of about 30,000 cubic meters of concrete was required for construction work in 1954.

Gravel required for the concreting of the runway was obtained at a gravel pit 7 or 8 km distant from the airfield. The gravel in the pit was already covered with water and it had a high content of carbonate of lime. This caused damages in the runway during the winter months. In some cases, several damaged spots were

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observed in one concrete section. In early April, the damaged spots were filled with bitumen. Tests made at the gravel pit indicated that the gravel found at a depth about 4 meters under the surface of the water was usable. It was, therefore, planned to utilize this gravel for future concreting work at the field. In 1953, the gravel was hauled to the construction site in Hungarian dump trucks. The trucks were the property of VEB Baumechanik, which leased out each truck against a payment of 1,500 DMO per month. However, since these trucks frequently broke down, work was started on the construction of a narrow-gauge railroad line from the gravel pit to the airfield.

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[REDACTED] Comment. The present report on the airfield under construction in Tutow does not clarify the question of the course and length of the runway. No definite information is available on the location of the hardstands either.

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